

Abstract

A method and a device for monitoring a tire condition of a vehicle are described, a malfunction being detected as a function of the condition of the surface on which the vehicle is traveling, the detection taking place in at least two different, independent monitoring modes. Each monitoring mode is assigned a calibration data set based on a wheel dynamics variable representing the tire condition. Monitoring occurs by comparing the current wheel dynamics variable with the relevant calibration data set. Should a malfunction be detected during monitoring of the tire condition, the driver is informed thereof.

Figure 3